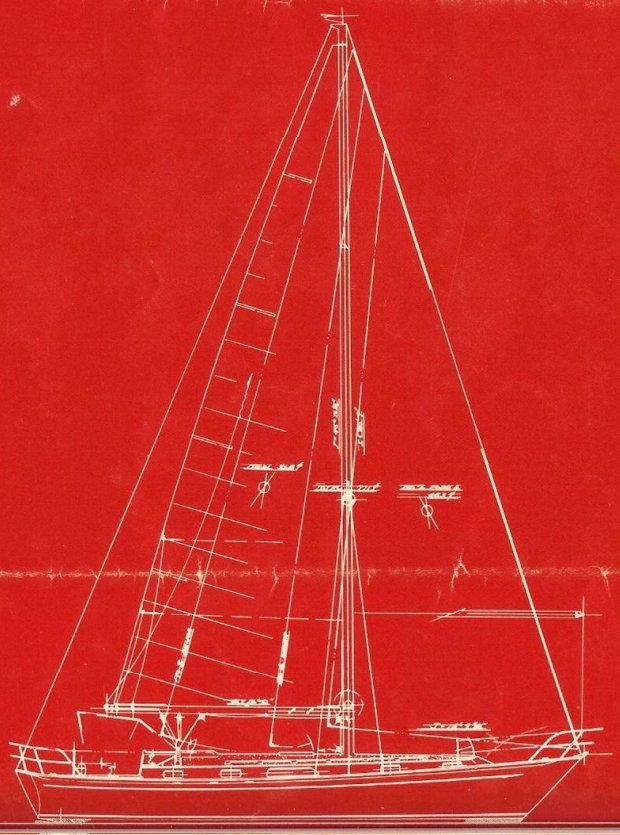
NAUTICAL QUARTERLY



PASSPORT 40

PASSPORT 40 -A SURVEY BY FRASER AND JEAN FRASER-HARRIS

Unlike the majority of production boats, the Passport 40 created its own market. Designed by Robert Perry—his design #112—this roomy liveaboard-cruising sloop has been under the constant personal supervision of the president of Passport Yachts International, Wendell Renken, since her conception in June of 1979.

Renken, a retired businessman from southern California, and an experienced cruising yachtsman, brought the first Passport 40 to the U.S. early in 1980 for a successful debut on the West Coast. Interest was immediate and brisk, and Wendell Renken returned to Taiwan to continue what has been a very successful production-yachtbuilding career. He has been a resident of Taiwan for the past seven years—four years with Passport projects, and three years previously as a builder/consultant for many production and one-off boats.

Today, Passport 40s are coming off the line at the rate of about 30 per annum; various interior options have been devised; and Wendell Renken has become a very busy yachtbuilder. We do not encourage the attitude which suggests that Far Eastern construction is of necessity inferior—this is simply not so. It has been our experience that, no matter where a yacht is built, its standard of construction will bear directly upon the quality of supervision available. Wendell Renken now follows Passport hulls throughout their progress in the King Dragon yard, one of the oldest boatbuilding facilities in Taiwan, and every vessel is personally checked out by the man who commissioned the first one.

What began as a small private venture is now "Passport Yachts International," which builds not only the Perry-designed 40′ and 46′ yachts, but also a 42-footer and a 51-footer to Stan Huntingford designs. All focus on comfortable liveaboard cruising in a vessel of good performance under sail; the object of this exercise, the Passport 40, suffers none of the drawbacks that result from too-rigorous compromise in an attempt to guarantee competitive speed. The yacht is designed as a high-aspect ratio sloop—a double spreader rig with a mast-head height of 56′ 6″. Her hull has a pretty sheerline, and the coachroof, which has been widened somewhat from the conventional, has a low profile. This widening of the coachroof, while reducing the width of the side decks, has an outstanding effect upon the space below. Since all shrouds are located inboard, some 4″ from the coachroof, passage fore and aft is easy since one can swing with comfort between shrouds and 24″-high lifelines. The coachroof is also carried well forward, and while this reduces foredeck area, it greatly increases headroom and "lebensraum" in the forward cabin. One can sit athwartships on the double bunk under the hatch, or have full standing headroom in the forward head.

The general form of the hull is broad and flat with a beam of 12′ 8″, a hard line to the bilge, little deadrise, and most of the 5′ draft carried in the long fin keel which contains the integral iron ballast. Below the keel, the hull form becomes a

Beside the heater was the PAR pump and large accumulator; all hot water is carried in copper piping and the cold led through nylon-reinforced vinyl hose. Standard tanks are fiberglass, although stainless can be had as an option. Total capacity is reported to be 130 gallons, and both tanks have very large inspection panels for cleaning, along with dip sticks. It is very pleasing to find these details. Still on the subject of plumbing, the sanitary system is a masterpiece of effective simplicity. Built in behind the shower is a good-sized holding tank with deck pump-out. Discharge from the head is pumped into the tank, and from the bottom of the tank an overboard line runs to a seacock. Thus by the simple expediency of closing this seacock, the holding tank may be used to capacity; open the seacock and pump overboard, close it, continue pumping, and it will go through the deck outlet to a shore connection.

Electrical systems were similarly simple and well-executed with good-quality fittings; standard 120-and 12-volt circuitry was distributed from a panel at the nav. station. Two 120-amp/hour batteries were accessibly boxed under the companionway ladder, venting into the engine space. As pretty solid water can come down the hatch, the lid of the battery box should be securely latched down on a good rubber seal. Wiring and lighting fixtures were of real "custom-boat" quality, navigation lights were to "international standard," and polarity alarm and battery state meters were on the panel.

The refrigeration system installed is an owner option, but the icebox is large and very well insulated. A 3.6- or 5-kw Faryman diesel generator may also be installed during construction if required.

Finally we come to the Passport 40's accommodations. It was here especially that we felt this yacht excelled in the subtlety of its execution. White panels and deckhead contrasted strikingly with the polished teak. Joinery—solid wood throughout—was rich and tasteful; we were told that the secret of its glow was five coats of Z Spar Captain's Varnish followed by five coats of wax.

The cabin soles are ½" solid teak and ½" ply carefully sealed top and bottom. Inspection panels have strongbacks to prevent warping. We would like to see removable fiddles on the saloon table already described.

The comfortable feel of the saloon aboard the two 40s we visited was enhanced by the Dickinson "Antarctic Stove," a handsome piece of equipment but not a standard fitting. The heavy iron top should be secured in some way; flying round the cabin in a seaway it would become a lethal weapon. Several alternate interior plans are available, two of which we saw and both of which had the same layout aft of the main bulkhead. The galley, to port of the companionway, excels in the amount of counter space made available by taking the fore bulkhead well to starboard to provide a free gangway from the ladder. The dining table forward of the galley, when folded back, creates comfortable space for the cocktail hour with no irksome sliding in and out. To starboard of the galley is the nav. station and the door to the double stateroom aft. One of the reasons for the feel of a spacious interior is the single head and separate shower space. A second "commode"-type head can, if required, be accommodated in the after stateroom. For a liveaboard or cruising yacht not geared to the syndrome of the large weekend party or the "sleeps eight" routine, the single head seems a sensible choice. However, our choice would be the layout in which this was amidships with the light and airy double bunked stateroom forward under the hatch; this seems more practical than the design with the head forward.

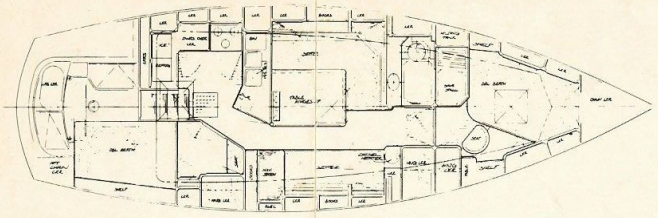
One excellent touch was the custom-designed small lockers and doorknobs; these are not only decorative but preclude the tiresome but common finger-hole grope!

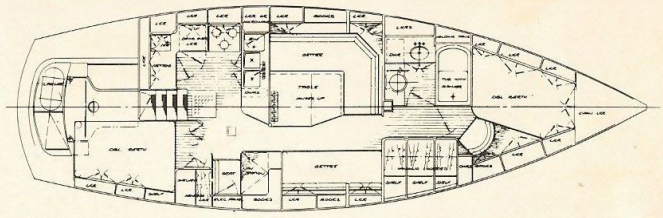
Altogether, we felt that the design of this cruising yacht was such that she represents considerable value for the money. The standard of construction and finish appeared to equal that in many a yacht having a famous name tied to a significantly higher price tag. Passport may be a famous name, too, one of these days. Passport 40 hull number 33 is already entered for the 1984 Observer Singlehanded Transatlantic Race, to be sailed by Dr. Robert Scott of Baltimore, and this boat will be on display at the Annapolis Sailboat Show this coming October.

An abundance of solid teak distinguishes the below-decks spaces in all Passport 40s, finished with five coats of spar varnish and five more coats of hand-rubbed wax. Overheads are contrasting white laminate, and soles are teak with splines for good traction.

LOA: 39'5"
LWL: 33'5"
Beam: 12'8"
Draft: 5'9"
Sail Area: 770 sq. ft.
Ballast: 8500 pounds
Displacement: 22,771 pounds
Fuel: 105 gallons
Water: 135 gallons
Power: 42-hp Mercedes diesel
Spars: aluminum
Hull: hand-layup fiberglass
Designer: Bob Perry
Importer: Passport Yachts East, Inc., 326 First St. Annapolis, MD 21403
Builder: Passport Yachts International, 4F 4, Lane 82, Section Two, Chung Cheng Road, Tien Mou, Taitei, Taiwan, R.O.C.

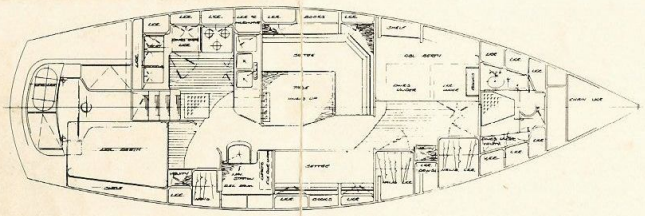
ADDITIONAL PASSPORT 40 LAYOUTS

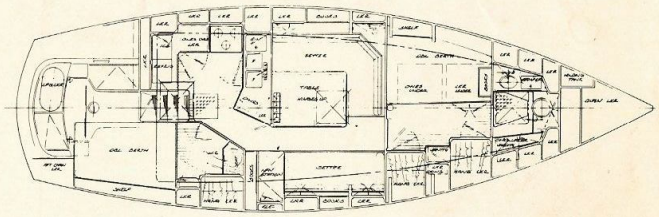


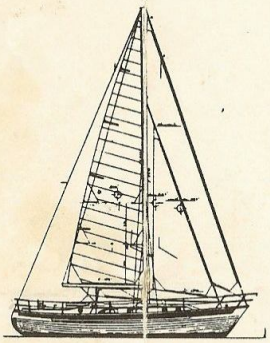


SPECIFICATIONS:

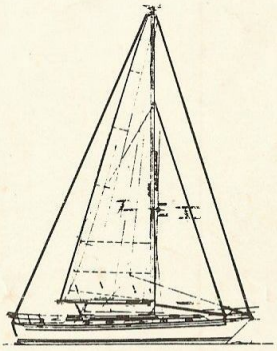
L.O.A.	39'5"	DRAFT (STD.)	5'9"	DISPLACEMENT	22,771#
L.W.L.	33'5"	DRAFT (SHOAL)	5'3"	SAIL AREA	771 sq. ft.
BEAM	12'8"	BALLAST	8,500#	DESIGNER	BOB PERRY







PASSPORT 42



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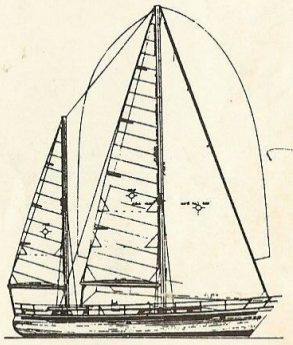

PASSPORT 51

BUILT BY:

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DEALER:

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